MOBILITY & CIRCULATION
Goal: Facilitate movement through and within the corridor

Objectives
- Improve management of traffic congestion
- Improve travel time
- Improve intersection efficiency
- Enhance east-west capacity
- Minimize disruption to traffic during construction
- Evaluate freight impacts and needs

ENVIRONMENTAL
Goal: Design to minimize Environmental Impacts to the Human and Natural Environment

Objectives
- Identify Study Area
- Identify Environmental Constraints
- Identify Potential Alternatives
- Assess Potential Environmental Impacts
- Minimize/Avoid Environmental Impacts
- Evaluate/Incorporate input from public and stakeholders

MULTIMODAL
Goal: Offer innovative transportation alternatives

Objectives
- Consider adaptive, special purpose lanes
- Improve transit service
- Improve bicycle and pedestrian facilities
- Facilitate intermodal connectivity and access for goods transport

DESIGN
Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality

Objectives
- Improve main lane horizontal and vertical deficiencies
- Address bridge clearance issues
- Improve ramp and interchange design
- Address frontage road drainage issues
- Improve pavement structural integrity

VALUE
Goal: Ensure that improvements are sustainable and balanced with respect to costs and benefits

Objectives
- Balance costs, benefits and impacts
- Support regional economic development goals
- Design
- Value

TECHNOLOGY
Goal: Leverage advancing technologies to address corridor issues.

Objectives
- Apply Technology Goal to:
  - Mobility & Circulation
  - Environmental
  - Multimodal
  - Design
  - Value

LEARN MORE ONLINE AT REIMAGINE10.COM
PROJECT ROADMAP

PUBLIC OUTREACH SERIES #1
DATA COLLECTION
SUMMER 2017

PUBLIC OUTREACH SERIES #2
REFINE GOALS & OBJECTIVES AND DEVELOP ALTERNATIVES
WINTER 2017

PUBLIC OUTREACH SERIES #3
REFINE ALTERNATIVES AND IDENTIFY PREFERRED ALTERNATIVE
SPRING 2018

SUMMER 2020
REFINE PREFERRED ALTERNATIVE AND DEVELOP IMPLEMENTATION PLAN
PROJECT GOALS

**MOBILITY & CIRCULATION**
Facilitate movement through and within the corridor

**ENVIRONMENTAL**
Design to minimize Environmental Impacts to the Human and Natural Environment

**MULTIMODAL**
Offer innovative transportation alternatives

**DESIGN**
Comply with accepted design standards to provide a safer facility with desirable ride quality

**VALUE**
Ensure that improvements are sustainable and balanced with respect to costs and benefits

**TECHNOLOGY**
Leverage advancing technologies to address corridor issues

STEP-BY-STEP GUIDE TO COMMENTING ONLINE

You don’t have to comment to see what other people have to say. Just click on the map and select “View Comments” at the bottom.

**STEP 1**

**GO ONLINE**
First navigate to reimagine10.com on your phone, computer, or tablet.

**STEP 2**

**LOCATE MAP**
Scroll down and locate the “Provide a Comment” map. Click on the map to open the commenting tool.

**STEP 3**

**GET STARTED**
Click the “Add a Comment” button, drag your pin to the desired location, then choose your comment option type.

**STEP 4**

**SUBMIT COMMENT**
From here you can add your questions, ideas, issues, praise, commute details, or general comments to the map.

ALSO ONLINE AT REIMAGINE10.COM

**Subscribe to our newsletter**
Stay up-to-date on I-10 news by subscribing to our Newsletter and get project updates sent to your inbox.

**Get your questions answered**
We are here to answer your questions and want to make it as painless as possible. By submitting an inquiry on our online form, a project team member can answer your request promptly.

**Learn how to get involved**
Learn how you can get involved along with additional I-10 facts about the corridor.
I-10 CORRIDOR THROUGH TRAFFIC

**EASTBOUND**

**TRAFFIC ENTERING THE CORRIDOR**
- 100%

**AVERAGE WEEKDAY TRAFFIC PASSING THRU CORRIDOR — TUESDAY THRU THURSDAY**
- **14%**
  - ALL DAY / 12 A.M. TO 12 A.M.
- **31%**
  - EARLY A.M. / 12 A.M. TO 6 A.M.
- **15%**
  - PEAK A.M. / 6 A.M. TO 10 A.M.
- **13%**
  - MID-DAY / 10 A.M. TO 3 P.M.
- **10%**
  - PEAK P.M. / 3 P.M. TO 7 P.M.
- **12%**
  - LATE P.M. / 7 P.M. TO 12 A.M.

**WESTBOUND**

**TRAFFIC ENTERING THE CORRIDOR**
- 100%

**AVERAGE WEEKDAY TRAFFIC PASSING THRU CORRIDOR — TUESDAY THRU THURSDAY**
- **22%**
  - ALL DAY / 12 A.M. TO 12 A.M.
- **20%**
  - EARLY A.M. / 12 A.M. TO 6 A.M.
- **22%**
  - PEAK A.M. / 6 A.M. TO 10 A.M.
- **23%**
  - MID-DAY / 10 A.M. TO 3 P.M.
- **22%**
  - PEAK P.M. / 3 P.M. TO 7 P.M.
- **22%**
  - LATE P.M. / 7 P.M. TO 12 A.M.
TRAFFIC DATA SHOWN REFLECTS RESULTS OF O-D ANALYSIS FOR THE YEAR 2016
SEGMENT 1 DASHBOARD

SEGMENT 1 - NORTHERN GATEWAY

AVERAGE Travel Time

AVERAGE Travel Speed

PER MILE Ramp Density

5 YEAR AVERAGE Segment Crashes

AVERAGE Travel Speed

61 MPH

50-60%
40-50%
30-40%
20-30%
10-20%
0-10%

<20 YEARS
21-49 YEARS
50+ YEARS

Statewide average of bridges built before 1970 is 44%
VEHICLES EXITING SEGMENT 1

**EASTBOUND**

- **Antonio St**
  - **10%**
  - **17%**
- **Valley Chili Rd**
  - **2%**
  - **2%**
- **Vinton Rd**
  - **3%**
  - **3%**
- **Transmountain Dr**
  - **12%**
  - **4%**
- **Artcraft Rd**
  - **7%**
  - **3%**
- **Redd Rd**
  - **4%**
  - **1%**
  - **6%**
  - **3%**
- **N Mesa St**
  - **6%**
  - **2%**
  - **2%**
  - **1%**
- **Sunland Park Dr**
  - **2%**
  - **1%**

**TRAFFIC ENTERING SEGMENT 1**

- **100%**
- **100%**

**TRAFFIC THAT DOES NOT EXIT**

- **48%**
- **64%**

**WESTBOUND**

- **Antonio St**
  - **3%**
  - **19%**
- **Westway Blvd**
  - **2%**
  - **7%**
- **Transmountain Dr**
  - **3%**
  - **2%**
- **Paseo del Norte**
  - **9%**
  - **8%**
- **Redd Rd**
  - **10%**
  - **1%**
  - **17%**
  - **5%**
- **N Mesa St**
  - **1%**
  - **10%**
  - **43%**
  - **28%**
- **S Resler Dr**
  - **12%**
  - **1%**

**TRAFFIC ENTERING SEGMENT 1**

- **100%**
- **100%**

**TRAFFIC THAT DOES NOT EXIT**

- **1%**
- **29%**
SEGMENT 2 DASHBOARD

SEGMENT 2 - DOWNTOWN

AVERAGE Travel Time

5 YEAR AVERAGE Segment Crashes

AVERAGE Travel Speed

PER MILE Ramp Density

TOTAL PERCENTAGE Age of Bridge Structures

Statewide average of bridges built before 1970 is 44%

TRAFFIC DATA SHOWN REFLECTS RESULTS OF O-D ANALYSIS FOR THE YEAR 2016
VEHICLES EXITING SEGMENT 2

EASTBOUND

TRAFFIC ENTERING SEGMENT 1
- 100%
- 100%

TRAFFIC THAT DOES NOT EXIT
- 50%
- 81%

TRAFFIC THAT EQUAL OR GREATER THAN 10%

WESTBOUND

TRAFFIC ENTERING SEGMENT 2
- 100%
- 100%

TRAFFIC THAT DOES NOT EXIT
- 86%

TRAFFIC DATA SHOWN REFLECTS RESULTS OF ORIGIN-DESTINATION ANALYSIS.
SEGMENT 3 - AIRPORT

AVERAGE Travel Speed

- Speed Limit: 60 MPH
- Average Speed: 49 MPH

5 YEAR AVERAGE Segment Crashes
- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- 60-70

TOTAL PERCENTAGE Age of Bridge Structures
- Statewide average of bridges built before 1970 is 44%

PER MILE Ramp Density
- 1
- 2
- 3

AVERAGE Travel Time
- 5 MINUTES
- 15 MINUTES
- 20 MINUTES

CRASHES PER MILE
- 1
- 2
- 3
SEGMENT 4 DASHBOARD

SEGMENT 4 - SOUTHERN GATEWAY

**AVERAGE Travel Speed**

- **SPEED LIMIT**: 75 MPH
- **Average**: 71 MPH

**5 YEAR AVERAGE Segment Crashes**

- **0-10%**: 50
- **10-20%**: 200
- **20-30%**: 300
- **30-40%**: 250
- **40-50%**: 150
- **50-60%**: 100
- **60-70%**: 50
- **70-80%**: 0

**AVERAGE Travel Time**

- **0-10 Minutes**: 10
- **10-15 Minutes**: 15
- **15-20 Minutes**: 20
- **20 Minutes +**: 0

**PER MILE Ramp Density**

- **<1 PER MILE**: 1

**TOTAL PERCENTAGE Age of Bridge Structures**

- **50-60%**: <20 YEARS
- **40-50%**: 21-49 YEARS
- **30-40%**: 50-60 YEARS
- **20-30%**: 60-70 YEARS
- **10-20%**: 70-80 YEARS
- **0-10%**: 80+ YEARS

Statewide average of bridges built before 1970 is 44%.
VEHICLES EXITING SEGMENT 4

**EASTBOUND**
- START
- TRAFFIC ENTERING SEGMENT 4
  - Old Hueco Tanks Blvd: 100%
  - Clint - San Elizario: 30% 4%
  - Horizon Blvd: 37% 34%
  - Faluera Rd: 7% 4%
  - Torrillo Rd: 3% 4%

**TRAFFIC THAT DOES NOT EXIT**
- Clint - San Elizario: 18% 50%

**WESTBOUND**
- START
- TRAFFIC ENTERING SEGMENT 4
  - Loop 375: 100%
  - Eastlake Blvd: 1% 1%
  - Horizon Blvd: 8% 5%
  - Darrington Rd: 22% 23%
  - San Felipe: 1% 9%
  - Torrillo Rd: 3% 6%

**TRAFFIC THAT DOES NOT EXIT**
- Loop 375: 56% 54%

**TRAFFIC EQUAL OR GREATER THAN 10%**
- Clint - San Elizario: 34%
- Faluera Rd: 4%
- Torrillo Rd: 4%

Traffic data shown reflects results of origin destination analysis. Data was extracted for the years 2014-2017 (Tuesday-Thursday all day average).